

Ballast water management practices provided by the Lake Carriers' Association and the Canadian Shipowners' Association (Attachment B)
Attachment B

VOLUNTARY MANAGEMENT PRACTICES TO REDUCE THE TRANSFER OF AQUATIC NUISANCE SPECIES WITHIN THE GREAT LAKES BY U.S. AND CANADIAN DOMESTIC SHIPPING

January 26, 2001

Owners and operators of vessels that trade within the Great Lakes and the St. Lawrence Waterway and do not go out beyond the Exclusive Economic Zone (EEZ) recognize their role in reducing the risk of transfer of Aquatic Nuisance Species. Introduction of Aquatic Nuisance Species into the Great Lakes has taken place by ships operating outside the EEZ and has caused ecosystem and economic damage. The co-sponsors of this voluntary plan will take management action to reduce the risk of transferring these species. This plan will apply to U.S. and Canadian vessels that operate entirely within the Great Lakes and St. Lawrence Waterway. Design, construction, and structural criteria on some vessels may require consideration and variance from this management practice; however, efforts will be made to comply wherever possible.

FOR ALL VESSELS OPERATING TOTALLY WITHIN THE GREAT LAKES AND ST. LAWRENCE WATERWAY SYSTEM

NONE OF THESE PRACTICES WILL BE UNDERTAKEN IF THE MASTER FEELS THAT SAFETY OF CREW OR SHIP WILL BE COMPROMISED

1. Vessel operators will assist in developing programs such as the Duluth-Superior Harbor and Alpena, Michigan Ruffe Voluntary Ballast Management Programs should U.S. Fish and Wildlife Service or an equivalent Canadian authority determine a nuisance species has established niche communities in a specific harbor, providing that these programs will result in substantial prevention of the spread of the species or harmful organism via ballast water.
2. Each vessel will perform annual inspections to assess sediment accumulations. Removal of sediment, if necessary, will be carried out. Records of these actions will be kept onboard the ship.
3. Each company will develop sediment removal policies and plans.
4. When practical and safe, vessels will take only the minimum amount of ballast required to safely depart the dock and will complete ballasting in deeper water. Records of all ballasting operations will be kept onboard the ship.
5. Cooperation will be provided, as mutually agreed upon, for scientific research into sampling and analysis programs that will not interfere with normal and safe ship operations.
6. Cooperation will be provided, as mutually agreed upon, for developing and testing ballast water treatment systems.
7. Cooperation will be provided toward harmonization of regional ballast water practices.

ENDORSEMENTS FOR VOLUNTARY BALLAST WATER MANAGEMENT PRACTICES

LAKE CARRIERS' ASSOCIATION

American Steamship Company

Armstrong Steamship Company

Bell Steamship Company
Central Marine Logistics, Inc.
GLF Great Lakes Fleet Corp.
Grand River Navigation Company, Inc.
Great Lakes Fleet, Inc. / Key Lakes, Inc.
HMC Ship Management, Ltd.
Inland Lakes Management, Inc.
The Interlake Steamship Company
Lake Michigan Carferry Service, Inc.
KK Integrated Logistics
Lakes Shipping Company, Inc.
Pere Marquette Shipping Company
Soo Marine Supply, Inc.
Upper Lakes Towing Company, Inc.
VanEnkevort Tug & Barge, Inc.
Wisconsin & Michigan Steamship Company

CANADIAN SHIPOWNERS ASSOCIATION

Algoma Central Corporation - Canada Steamship Lines Inc. - Groupe Desgagnes Inc. -
N.M. Paterson & Sons Ltd. - P&H Shipping - Seaway Marine Transport - Upper Lakes
Group Inc.

**H&M LAKE TRANSPORT LTD. - HANNAH MARINE CORPORATION - LOWER LAKES
TOWING LTD.**